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EDISON

(Continued from page nine.)

was the expenditure of \$15,000,000 for a cable from England to Australia, and the inception of the ambitious project of our sister republic of France to connect its colonies by a cable system under its own control.

There are in existence in the world today not less than thirty-three private or commercial cable companies and they operate, all told, nearly four hundred cables with an aggregate length of considerably more than 215,000 nautical miles. In the transatlantic field there are several companies which have a dozen or more cables apiece, each corporation operating from 3,000 to 16,700 miles of cables. The Pacific Cable Company that controls the line from San Francisco to Manila has more than 10,000 miles of under-water telegraph line. Of the sixteen cables that cross the Atlantic, a dozen land on the shores of the United Kingdom. Most of these have a capacity of one hundred words a minute, and it has been estimated that on an average each cable transmits from 200 to 250 messages in the course of every hour, day or night.

Government Cables.

Aside from the commercial cables there are the government-owned cables. There are upward of two dozen different systems of government-owned cables and these comprise not only oceanic cables, in the ordinary acceptance of the term, but also cables along the shores and in gulfs, bays, etc. Governments also maintain cables in inland lakes, such as our own Great Lakes, and in rivers, as for instance, those that serve to connect fortifications, but no account of these lines is taken in making up statistics on the subject. There are considerably more than 2,000 government-owned cables in the world, but their total length is only 48,000 miles, so that it can be seen that despite their number these cables can scarce hold a candle to the vast network of corporation-owned cables.

In point of number of individual cables Norway leads all the nations of the world with a total of 767 lines. However, Norway's cables, if placed end to end, would not cover one-tenth of the distance traversed by the cables of France. The latter country, with only one-tenth as many cables—seventy-seven, to be exact—has an aggregate length of more than 11,000 miles. Great Britain's cables, if lumped with those of her colonies, might possibly have first place on the governmental roster. The United States, with thirteen cables, principally in the Pacific and Alaskan waters, has a total of 2,145 miles of government-owned cable. She is surpassed in this class of possession by France, Great Britain, Germany, Spain, Japan and the Netherlands. All the same, Uncle Sam has spent a pretty penny for submarine cables. Congress appropriated the sum of \$485,000 to construct a cable between Juneau and Sitka, Alaska, and one between Sitka and Seattle and an additional appropriation of \$321,550 was made to extend the cable system from Sitka to Valdez.

The Cable Ships.

An interesting adjunct of the network of submarine cables that now cross and recross every body of water lying between the inhabited portions of the world is found in the fleet of cable ships that may now be seen at intervals on all international water highways. The great commercial cable companies maintain special ships not only for laying cable but also for cable repairs—a frequent necessity. Likewise national governments have their own cable ships. Uncle Sam, when he has occasion to lay a cable such as the one to Alaska, is wont to equip an army transport with the necessary cable-laying machinery, but in addition to such special craft the War Department has in commission at all times a fleet of cable ships, the special function of which is to lay and maintain innumerable cables that connect the different batteries of our sea coast defenses.

Every harbor of importance on our oceanic coasts is now guarded not by a single fort but rather by a group or system of defensive works and in order to permit "cross fire" and effectually command the harbor entrance the batteries are, as a rule, placed opposite one another, as on an island and on the mainland opposite it or on capes or headlands at the extremities of a bay. To keep the gunners at these various posts in close touch with one another is most essential and is the function of submarine cables as employed in our military service. These under-water telegraph lines not only carry the orders issued by the artillery officer who is in command of the district, but they also convey information which is essential in the modern system of range-finding and fire control.

As representative of approved modern fashions in cable ships a paragraph may be devoted to Uncle Sam's new model craft, the "Joseph Henry," specially constructed for the War Department. In outward appearance she suggests nothing so much as a giant tug so staunch is her construction and so stocky her build. The most conspicuous feature of the craft is a massive forty-foot cable laying boom equipped with gigantic iron pulleys, over which passes the cable as it is "paid out." When cable is to be laid in a harbor or sheltered body of water, this boom is swung over the side of the vessel, but otherwise the cable goes over the bow to its watery resting place. Aft there is a boom with a capacity of twenty tons which lifts the cable aboard.

A second feature of this \$194,300 cable craft is the huge reel or drum on which the cable is wound before setting out on a cable-laying expedition and from which it is unwound as needed just as thread is unwound from a spool. The cable reel, which is operated by steam power, will hold from twelve to fifteen miles of submarine cable and the set of levers which control this reel and the other cable-laying mechanism might be designated the "nerve center" of the cable ship. The Joseph Henry, which, like to other vessels of her class, carries twenty enlisted men of the

United States Army Signal Corps in addition to a cable engineer and navigating officer, also has on board the requisite apparatus for testing cable and for locating "breaks" or flaws that interfere with the working of the cable when such trouble is reported. The vessel has a wireless telegraph station so that cable troubles can be promptly reported to her and although she has not been built for great speed, fifteen miles per hour being her ordinary gait, she can respond promptly to a summons for aid where cable "dope" is required.

Half Century's Accomplishments.

When one stops to consider how the cables have caused the world to shrink in size by bringing all nationalities into close touch with one another there is good cause to marvel at what has been accomplished in a scant half century. For it was not until 1865 that the first successful transatlantic cable was laid, following years of discouragement and failure. The discovery of gutta-percha made possible the submarine cable and the first successful one was the line across the English Channel, a distance of twenty-five miles, which was laid in 1851. Seven years later came the first cable across the Atlantic, but it soon broke down and it was not until the close of our Civil War that, thanks to the energy of Cyrus Field and Professor Kelvin the New and Old World were permanently linked by an electrical artery laid on the floor of the ocean two or three miles below the surface.

The life of a deep-sea cable is estimated at from thirty to forty years, provided of course, a shark does not bite it, which not unusual event, one of the world's forty-two cable steamers must be hurriedly sent out to make repairs or renew that particular stretch of the highway for words. The deep-sea cables weigh something like one and one-half tons per mile, while those sections in shallow water (where the liability of damage is greater) are so heavily armored that they weigh from ten to thirty tons per mile, so that it may be surmised that it is not child's play to "pick up" any section of the electrical serpent for examination or surgery.

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BY AUTHORITY

NOTICE.

All persons having bills for claims against the Territory of Hawaii to June 30, 1911, are hereby requested to present the same to the several departments or bureaus under which they were contracted on or before July 10, as the books of the Territory for the present biennial period will be closed at the Auditing Department about July 18 next.

All claims not presented as above will have to await payment until the next session of the Legislature in 1913.

J. H. FISHER,

Auditor, Territory of Hawaii.

Honolulu, June 15, 1911.

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Says the Little Paint Man.



Things around the place will suffer from wear and tear. And after a while they get so shabby that we feel obliged to chuck 'em away and get something new in their place. But it's a mistake and if we only all had the "Brighten Up" habit we'd keep things spick and span all the time by having a pot of paint, a tin of varnish and a brush handy. Just read this and do some "Brightening Up" right away.



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Cupboards



Floors



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Paint your porch chairs in bright colors with S-W Porch and Lawn Furniture Enamel or S-W Buggy Paint. (S-W means Sherwin-Williams—the name that stands for good quality in Paints and Varnishes.) The screen doors and window screens will look bright and new after a coat of S-W Screen Enamel. Makes them wear longer, keeps the screen from rusting. Cupboards inside and out made fresh and sanitary with S-W Family Paint—31 attractive

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